NIMA LIST OF LIGHTS CORRECTIONS

PUB 110 Ed 2003 NEW EDITION
(NIMA) 7/03

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 6/03
Page 29—Lines 16 to 17/R; read:

The Time Zone description for the E coast of Australia is KILO (-10). Daylight Savings Time (LIMA (-11)) is maintained, as follows:

1. Victoria, New South Wales, and the Australian Capital Territory—From the last Sunday in October until the Saturday before the last Sunday in March.
2. Queensland and Whitsunday Island—Daylight Savings Time is not observed.
3. Tasmania—From the begining of October until the Saturday before the last Sunday in March; the exact changeover date to start Daylight Savings Time should be obtained from local authorities.

The observed Standard Time for Lord Howe Island is 10 hours 30 minutes fast of UT(GMT). Daylight Savings Time (LIMA (-11)) is maintained from the last Sunday in October until the Saturday before the last Sunday in March.

The observed Standard Time for Norfolk Island is 11 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.
(BA NP 282) 7/03

PUB 140 2 Ed 2001 LAST NM 6/03
Page 58—Line 7/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the end of April until the end of September; the exact changeover dates should be obtained from local authorities.
(BA NP 282) 7/03

Page 61—Line 7/L; insert after:
Ice 62
(NIMA) 7/03

Page 61—Line 14/L; strike out.
(NIMA) 7/03

Page 62—Line 2/L; insert after:

Ice

The Finnish icebreaker fleet is operated by the Traffic Unit of the Finnish Maritime Administration's (FMA) Traffic Department.

The Finish Ice Service monitors ice conditions and developments on a daily basis. A simplified ice chart can be obtained, as follows:

Finnish Ice Service (ice chart)
http:/ice.fmi.fi/tilanne.html

Requests for ice-breaking assistance should normally be made through the vessel's agent in Finland; otherwise, vessels should request assistance through a coast radio station or from an icebreaker well before reaching the ice. Changes to the request should be made immediately to whomever the request was made.

Ships bound for harbors in the Gulf of Bothnia will be instructed, if necessary, to report their nationality, name, destination, speed, and ETA to VTS Stockholm when passing Svenska Bjorn (59˚33'N., 20˚01'E.); a reporting point further S of this line may be required based on ice conditions.

Icebreaker assistance is given to ships that meet the requirements concerning ice class and size. In addition, it is required that vessel draft be kept between the load line and the ballast line during navigation in ice and that the ship has a good searchlight for night operations.

An icebreaker has the right to refuse assistance to a ship if it is known that the arrangements of the ship are not functional before the assistance, or if the ship, with regard to hull, engine power, equipment, or crew is in such condition that operation in ice can be presumed to endanger the safety of the ship, or if there is good reason to suspect that the ship is less suitable for operation in ice than what is generally expected for ships belonging to the same ice class.

Vessels shall adhere to the following regulations when in company with an icebreaker, or in convoy:

1. All instructions given from the icebreaker shall be followed.
2. Particular attention shall be paid to the following:
   a. A careful watch shall be kept for signals from the icebreaker or from other ships in convoy. The VHF channel specified shall be monitored continuously.
   b. The propulsion machinery of the ship shall be constantly ready for rapid maneuvers.
   c. The icebreaker shall determine when the ship is to be towed.
   d. The ship shall be prepared to make fast or let go the towing cable at any time.
   e. A ship, which is towed by an icebreaker, may only use its propulsion machinery in accordance with instructions given from the icebreaker.
   f. If any ship should spring a leak or suffer damage that may affect the vessel's ability to follow the icebreaker or otherwise comply with the directives given by the icebreaker, this shall be immediately communicated.
   g. To be eligible for icebreaker assistance, vessels navigating in ice-covered waters must be equipped with a powerful searchlight. Ships which form part of a con-

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voy and which have stuck in the ice shall keep their searchlights extinguished.

h. In difficult ice conditions, such as strong ice pressure or passage through heavy ice ridges, towing might be the only means for ensuring safe and effective assistance. Towing usually takes place by taking the vessel's stem into the towing fork of the icebreaker.

3. Instructions to the ship being assisted are usually given via VHF, on the dedicated assistance channel. If the radio transmission is disconnected, the instructions should be given by sound signals specified in the table of signals. Icebreakers equipped with both bass and treble sirens give signals in accordance with the following:

a. The bass siren is used for all the ships in the convoy.

b. The treble siren is used for the ship closest to the icebreaker.

4. Bass siren signals given from the icebreaker shall be repeated by ships throughout the convoy, as far as possible, in the order in which they follow the icebreaker.

5. Bass siren signals can be made clearer with the aid of signal with a white light visible all around the horizon at a distance of a least 5 miles and so arranged that it can be given at the same time as and in conjunction to the sound signal.

6. State icebreakers show a blue light visible around the horizon at their masthead during the hours of darkness.

7. Ships which do not follow the traffic regulations and traffic instructions which have been issued or the orders given by the icebreaker can be refused assistance.

8. The FMA does not accept any responsibility for delay, damage, or other loss caused to a ship, its crew, passengers, or cargo as a result of ice conditions. Every ship is responsible for its own safety.

9. Finnish icebreakers are provided with two rotating red lights, one placed above the other, which are switched on when the icebreaker makes an unexpected stop or a sharp reduction in speed. The assisted ship(s) must then immediately take whatever measures are necessary to promptly execute full astern.

Table of International Signals Used in the Icebreaking Service in Denmark, Finland, Norway, and Sweden

The following signals, when made between an icebreaker and assisted vessels, have only the signification given in this table and are only to be made by sound or visual signals. All other communications shall be exchanged by radio.

Signal	Meaning
• – – – –	Icebreaker support is now commencing. Use special ice-breaker support signals and keep continuous watch for sound, visual, or radiotelephone signals.
• – – – – –	Icebreaker support is finished. Proceed to your destination.

A dot • means a short blast (flash); a dash – means a long blast (flash).

No.	Signal	Meaning (from the icebreaker)	Meaning (to the assisted vessel)
1	• –	Go ahead (proceed along the ice channel).	I am going ahead (I am proceeding along the ice channel).
2	• – – •	Slow down.*	I am slowing down.*
3	– •	Stop your engines.	I am stopping my engines.
4	• • • •	Reverse your engines.	Reverse your engines. **
5	• • – • •	Stop your headway (given only to a ship in an ice channel ahead of and approaching or going away from the icebreaker).	I am stopping my headway.
6	– • – –	Be ready to take (or cast off) the tow line.	I am ready to take (or cast off) the tow line.
7	• • • • •	Attention.	Attention.

* "Slow down" means "Ease up your engines."

** Assisted vessels may use this signal only as a repetition of an order given by an icebreaker.

Note:

1. The signal – • – by sound or light may be used by an icebreaker to indicate obligation to listen continuously on VHF radio.

2. If more than one vessel is assisted, the distance between vessels should be as constant as possible; watch speed of your own vessel and vessel ahead. Should speed of your vessel reduce, sound the attention signal, • • • • •, to the following vessel.

3. The use of these signals does not relieve any vessel from complying with the International Regulations for Preventing Collisions at Sea.

(PUBS 002-03; BA NM 2/03, Section VI) 7/03

Page 64—Lines 27 to 53/R; strike out.
(NIMA) 7/03

Page 65—Line 19/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 7/03

PUB 140 (Continued)

Page 130 to Page 131—Table; replace with below:

ARES Message Format	
Line	**Description**
A	Call sign, vessel name, and flag code
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Latitude (4 digits with N or S), longitude (4 digits with E or W), and nation code*
F	Speed in knots and tenths of knots
I	Destination, nation code*, and ETA
L	Turnpoint (Latitude and longitude, expressed as in C, representing the route of the vessels from port of departure to port of arrival. If the course is direct between ports only the term "DIRETTA" should be indicated. If one line is not sufficient to contain all the turnpoints, L may be repeated as many times as needed.)
P	Cargo, danger class, MARPOL 73/78 category, quantity, method of transport, and placement on board
W	Number of people on board, including crew
*Nation code—Contained in ARES Rules and Regulations.	

(BA NP 281(1)) 7/03

Page 130—Line 49/R; insert after:

Note.—The report number should be increased sequentially for each subsequent report, regardless of the type of report, and terminated with the final report at the end of the voyage.

(BA NP 281(1)) 7/03

Page 132—Line 28/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 7/03

Page 172—Line 37/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 281) 7/03

Page 190—Lines 44 to 45/R; read:

The boundaries between the Time Zones covering the W coast of Russia are irregular; the principal towns in each zone are listed in the accompanying table. Daylight Savings Time is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 7/03

Page 190—Line 45/R; insert after:

New table titled **West Coast of Russia—Time Zones** from back of this Subsection.

(BA NP 282) 7/03

Page 197—Line 37/L; insert after:

Canary Islands

Firing exercises may take place off the Canary Islands in the following areas:

1. **Area GC-D3—**Bounded by lines joining the following positions:
   a. 28˚20'50"N, 14˚13'00"W.
   b. 28˚20'50"N, 14˚09'20"W.
   c. 28˚15'20"N, 14˚09'20"W.
   d. 28˚14'20"N, 14˚13'00"W.
2. **Area GC-D15—**Bounded by lines joining the following positions:
   a. 28˚58'00"N, 13˚49'36"W.
   b. 28˚58'00"N, 13˚47'36"W.
   c. 28˚57'12"N, 13˚47'36"W.
   d. 28˚57'12"N, 13˚49'36"W.
3. **Area GC-D20A—**Bounded by lines joining the following positions:
   a. 27˚30'00"N, 16˚00'00"W.
   b. 27˚30'00"N, 15˚30'00"W.
   c. 27˚20'00"N, 15˚30'00"W.
   d. 27˚20'00"N, 16˚00'00"W.
4. **Area GC—D20B—**Bounded by lines joining the following positions:
   a. 27˚20'00"N, 16˚00'00"W.
   b. 27˚20'00"N, 15˚30'00"W.
   c. 27˚00'00"N, 15˚30'00"W.
   d. 27˚00'00"N, 16˚00'00"W.
5. **Area CG-D23—**Bounded by lines joining the following positions:
   a. 28˚25'30"N, 16˚16'25"W.
   b. 28˚19'00"N, 16˚10'05"W.
   c. 28˚17'40"N, 16˚15'15"W.
6. **Area GC-D29—**Bounded by lines joining the following positions:
   a. 28˚30'00"N, 16˚10'15"W.
   b. 28˚31'00"N, 16˚06'00"W.
   c. 28˚26'00"N, 16˚05'05"W.
7. **Area GC-D51—**Bounded by lines joining the following positions:
   a. 27˚55'50"N, 15˚21'44"W.
   b. 27˚59'44"N, 15˚16'40"W.
   c. 27˚52'13"N, 15˚16'20"W.
8. **Area GC-D53—**Bounded by lines joining the following positions:
   a. 28˚10'08"N, 15˚24'22"W.
   b. 28˚16'39"N, 15˚19'27"W.
   c. 28˚16'39"N, 15˚31'38"W.

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9. **Area GC-D54—**Bounded by lines joining the following positions:
   a. 28˚10'08"N, 15˚25'10"W.
   b. 28˚12'18"N, 15˚19'06"W.
   c. 28˚05'30"N, 15˚20'08"W.
   d. 28˚09'39"N, 15˚25'10"W.

10. **Area GCD-74—**Bounded by lines joining the following positions:
   a. 28˚21'06"N, 16˚23'00"W.
   b. 28˚16'00"N, 16˚23'00"W.
   c. 28˚15'20"N, 16˚15'00"W.
   d. 28˚20'20"N, 16˚15'00"W.

11. **Area GC-D75—**Bounded by lines joining the folowing positions:
   a. 28˚09'30"N, 15˚24'00"W.
   b. 28˚09'30"N, 15˚26'00"W.
   c. 28˚11'00"N, 15˚26'00"W.
   d. 28˚11'00"N, 15˚24'00"W.

12. **Area GC-G78—**Bounded by lines joining the following positions:
   a. 27˚46'00"N, 15˚33'00"W.
   b. 27˚46'00"N, 15˚36'00"W.
   c. 27˚43'00"N, 15˚36'00"W.
   d. 27˚43'00"N, 15˚33'00"W.

13. **Area GC-D79—**Bounded by lines joining the following positions:
   a. 27˚14'38"N, 18˚59'03"W.
   b. then the arc of a circle with a radius of 200 miles centered on position 28˚04'38"N, 15˚25'43"W from 27˚14'38"N, 18˚59'03"W to 24˚51'07"N, 15˚57'03"W.
   c. 27˚29'00"N, 14˚00'00"W.
   d. 27˚45'48"N, 14˚40'39"W.
   e. then the arc of a circle with a radius of 45 miles centered on position 28˚04'38"N, 15˚25'43"W from 27˚45'48"N, 14˚40'39"W to 27˚26'55"N, 15˚51'38"W.
   f. then the arc of a circle with a radius of 70 miles centered on position 28˚32'12"N, 16˚16'09"W from 27˚26'55"N, 15˚51'38"W to 27˚48'26"N, 17˚16'08"W back to the point of beginning.

(Fr NM 40/02, Section 2.2) 7/03

Page 199—Line 41/R; read:

The Time Zone description for Spain, Islas Baleares, and Spanish possessions in North Africa (Al Hoceima, Ceuta, Islas Chafarinas, Melilla, Penon de Velez, and Isla de Alboran) is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for Islas Canarias is ZULU. Daylight Savings Time (ALPHA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 7/03

Page 202—Line 8/L to Page 203—Line 18/R; read:

The government of Sweden operates a fleet of state-owned icebreakers managed by the Swedish Maritime Administration (SMA). The icebreakers, which are manned by the Swedish Naval Forces, break ice between open water, and waters protected from sea ice, pack ice, and similar ice obstacles. Helicopters are based aboard some of these vessels and are utilized for air reconnaissance purposes and directing.

Municipal or private vessels may be contracted to assist state-owned icebreakers, when necessary.

The ice breaking service is administrated by the Director of the SMA, Ship Management and Icebreaking, assisted by local offices and, when necessary, through the regional offices in Malmo, Gothenburg, and Trollhatten.

In accordance with the Ice Breaking Ordinance, ships suitable for winter navigation can receive ice breaking assistance through the Government Ice Breaking Service in Swedish coastal waters and in sea routes to these waters between the open sea and waters which are protected from sea ice, drift ice, pack ice, or similar obstacles. Severe ice can, to a certain extent determined by the Administration, be broken with the aid of the government service in Lake Vanern, Lake Malaren, and the Angermanalven River.

No charge is made for towing or other icebreaker assistance provided by state icebreakers in conjunction with the breaking of sea ice.

The SMA does not accept any responsibility for delay, damage, or other loss caused to a ship, its crew, passengers, or cargo as a result of ice conditions. Every ship is responsible for its own safety.

Assistance is given to ships at their own risk.

An icebreaker has the right to refuse assistance to a ship if it is known that the arrangements of the ship are not functional before the assistance, or if the ship, with regard to hull, engine power, equipment, or crew is in such condition that operation in ice can be presumed to endanger the safety of the ship, or if there is good reason to suspect that the ship is less suitable for operation in ice than what is generally expected for ships belonging to the same ice class.

The following are the minimum requirements to be complied with if a ship is to be considered suitable for winter navigation:

1. The ship shall be classified as being of the highest ice class by a Classification Society approved by the state in question or shall otherwise have shown itself to be of a corresponding construction and strength at an inspection of seaworthiness.
2. The ship shall be equipped with propulsion machinery powerful enough for the ship to make its way through light ice or through broken channels within the belt of skerries without icebreaker assistance.
3. The ship shall be of at least 500 dwt.
4. The stability of the ship shall be such that even when carrying deck cargo a certain amount of icing can occur without risk for capsizing.

The Executive Board of the Ice Breaking Service of the SMA issues directions and restrictions for sea traffic based on current and expected ice and weather conditions and on the ice breaking resources available. The restrictions issued include requirements concerning minimum tonnage, engine power, and ice strengthening (ice class) for those ships which can expect ice breaking assistance.

The SMA will announce the tightening of restrictions 6 days (including Saturdays and holidays) in advance, if possible, before they enter into force. When restrictions are eased

PUB 140 (Continued)

or lifted by the SMA, these decisions come into force on the same day as announced.

Information on existing traffic directions and existing/pending restrictions is obtained via ice reports issued by the Swedish Hydrological and Meteorological Institute and, in Swedish, on the SMA Home Page.

SMA Home Page
http://www.sjofartsverket.se
Click on **Yrkessjofart**, then on **Isnytt**

Direction for alternate ports can also be given. Requirements for only one loading port and/or one discharging port and a certain minimum cargo can be laid down as a prerequisite for assistance.

Ships which have not been granted the right to assistance from an icebreaker will be recommended to refrain from fulfilling the voyage in question.

The Director will decide whether, having due regard for the traffic directions issued, the ship in question can count on assistance from an icebreaker and if the ship shall utilize the services of an ice pilot in conjunction with this.

Unless special reasons indicate otherwise, ships in need of help will be assisted in the following order, no matter what their nationality:

1. Ships in distress or in need of help because of danger to the lives of those on board.
2. Ships destined for or coming from Sweden, Denmark, Finland, and Norway. In this case preference shall be given to passenger ships and ships carrying goods of special importance.
3. Other ships.

Ships seeking assistance will be grouped in convoys whenever conditions require this. Dispensation from sea traffic restrictions which have been issued cannot be counted on.

Ships which can count on assistance from an icebreaker will receive the necessary instructions for the voyage in question.

Ships can be obligated to give advance notice of arrival or of passage through a specified point or line to the state icebreaker or to the local office of the Government Ice Breaking Service.

To provide for wintertime vessel traffic information needed by the Government Icebreaking Service and the state icebreakers, ships bound for harbors in the Gulf of Bothnia will be instructed, if necessary, to report their nationality, name, destination, speed, and ETA to VTS Stockholm when passing Svenska Bjorn (59 33'N.,20 01'E.);a reporting point further S of this line may be required based on ice conditions.

The call and traffic channel to be used is VHF channel 84. Monitoring also takes place on VHF channel 16. Reporting may be carried out in Swedish or in English, using the IMO Marine Standard Phrases.

In connection with reporting, ships bound for specific harbors will be ordered to contact the relevant state icebreaker before passing a point specified by VTS Stockholm, to get information and directions as to the route and assistance.

Requests for assistance from state icebreakers shall, when the state icebreaker (this term includes other ships used in the state ice breaking service) is in the waters where the assistance is required to be made to the captain of the icebreaker or a specific icebreaker designated to receive notifications.

Information on the reporting procedure will be given in daily ice reports and in coast radio station transmissions.

Unless otherwise agreed with the icebreaker providing assistance, ships shall monitor their radios continuously.

VHF radio shall be used for signaling between icebreakers and assisted ships. In case of failure on VHF, sound signals specified in the table of signals shall be used.

Ice breakers continuously monitor VHF channel 16 when at sea. Calls to ice breakers can also be established by coastal radio stations; it is also possible to contact icebreakers by mobile telephone

The Executive Board of the Ice Breaking Service recommends that vessels navigating in ice-covered waters be equipped with a transponder for automatic identification of ships (AIS).

Vessels shall adhere to the following regulations when in company with an ice breaker, or in convoy:

1. All instructions given from the ice breaker shall be followed.
2. Particular attention shall be paid to the following:
   a. A careful watch shall be kept for signals from the icebreaker or from other ships in convoy. The VHF channel specified shall be monitored continuously.
   b. The propulsion machinery of the ship shall be constantly ready for rapid maneuvers.
   c. The ice breaker shall determine when the ship is to be towed.
   d. The ship shall be prepared to make fast or let go the towing cable at any time.
   e. A ship, which is towed by an icebreaker, may only use its propulsion machinery in accordance with instructions given from the ice breaker.
   f. If any ship should spring a leak or suffer damage that may affect the vessel's ability to follow the ice breaker or otherwise comply with the directives given by the ice breaker, this shall be immediately communicated.
   g. To be eligible for ice breaker assistance, vessels navigating in ice-covered waters must be equipped with a powerful searchlight. Ships which form part of a convoy and which have stuck in the ice shall keep their searchlights extinguished.
   h. In difficult ice conditions, such as strong ice pressure or passage through heavy ice ridges, towing might be the only means for ensuring safe and effective assistance. Towing usually takes place by taking the vessel's stem into the towing fork of the icebreaker.
3. Instructions to the ship being assisted are usually given via VHF, on the dedicated assistance channel. If the radio transmission is disconnected, the instructions should be given by sound signals specified in the table of signals. Ice breakers equipped with both bass and treble sirens give signals in accordance with the following:
   a. The bass siren is used for all the ships in the convoy.

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b. The treble siren is used for the ship closest to the ice breaker.

4. Bass siren signals given from the ice breaker shall be repeated by ships throughout the convoy, as far as possible, in the order in which they follow the ice breaker.

5. Bass siren signals can be made clearer with the aid of signal with a white light visible all around the horizon at a distance of a least 5 miles and so arranged that it can be given at the same time as and in conjunction to the sound signal.

6. State ice breakers show a blue light visible around the horizon at their masthead during the hours of darkness.

7. Ships which do not follow the traffic regulations and traffic instructions which have been issued or the orders given by the ice breaker can be refused assistance.

8. Finnish ice breakers are provided with two rotating red lights, one placed above the other, which are switched on when the ice breaker makes an unexpected stop or a sharp reduction in speed. The assisted ship(s) must then immediately take whatever measures are necessary to promptly execute full astern. Note that this warning signal is NOT used on Swedish icebreakers.

(PUBS 001-03) 7/03

Page 204—Lines 16 to 30/L; strike out.

(NIMA) 7/03

PUB 192 7 Ed 2000 LAST NM 6/03

Page 91—Line 28/R; read:

may best be seen on the chart.

A dangerous wreck (M/V Tricolor) is reported to lie about 1.5 miles NE of the Hinder 1 Lighted Buoy (51˚21'N., 2˚11'E.), in the mouth of the westbound lane of the West Hinder TSS. The wreck, which is the subject of ongoing salvage operations, uncovers at times and is marked by lighted buoys. Vesssls should use extreme caution when navigating in this vicinity.

(BA NP 28) 7/03

Page 158—Lines 1 to 14/L; read:

and divides the channel into two fairways.

Mittelrinne (53˚58'N., 8˚33'E.), the main fairway, passes S of Neur Leuchtergrund and is maintained by dredging. It has a projected dredged depth of 14.7m (2002).

Norderrinne (53˚59'N., 8˚33'E.), a secondary fairway, passes N of Neuer Leuchtergrund and is used by departing vessels (see Regulations). This fairway has a least depth of about 7m; however, it is reported to be not maintained by dredging and subject to frequent changes. It rejoins the main fairway about 1.7 miles SE of the E end of Neuer Leuchtergrund.

(BA NP 55) 7/03

Page 160—Lines 20 to 33/R; read:

length exceeds 330m or whose beam exceeds 45m.

Generally, vessels not dependent on the tide can transit to Hamburg with drafts (fresh water) up to 12.8m. It is reported (2002) that container vessels with a beam exceeding 32.3m and not dependent on the tide are limited to a draft (fresh water) of 12.7m.

The following maximum drafts (fresh water) for tide-dependent vessels are permitted provided the maintained channel depths are available and an average tide is expected:

1. Vessels up to 360m in length or 63m beam—Inbound draft 14.2m and outbound draft 12.7m.

2. Vessels up to 350m in length or 55m beam—Inbound draft 14.5m and outbound draft 13.1m.

3. Vessels up to 340m in length or 50m beam—Inbound draft 14.8m and outbound draft 13.4m.

4. Vessels up to 330m in length or 45m beam—Inbound draft 15.1m and outbound draft 13.7m.

(BA NP 55) 7/03

Page 160—Line 46/R; read:

permitting.

Right-of-way vessels proceeding to the entrance of the Elbe should display the appropriate lights and signals as per Rule 27(b) of the International Regulations for Preventing Collisions at Sea (1972). For more details concerning right-of-way vessels, see Regulations (Approaches to German Bight) in paragraph 8.1.

With prior permission from Cuxhaven Elbe Traffic VTS, the following vessels, when departing, may use Mittelrinne (53˚58'N., 8˚33'E.), the main fairway, instead of Norderrinne:

1. Car carriers, container, and ro-ro vessels over 170m in length or 28m beam.

2. All other vessels over 220m in length or 28m beam.

3. All other vessels unable to use Norderrinne because of their draft.

No overtaking is permitted by any vessel within Mittelrinne, the main fairway, between No. 13/Neuwerk Reede Lighted Buoy (53˚58'N., 8˚28'E.) and No. 29 Lighted Buoy (53˚55'N., 8˚40'E.).

A vessel departing via Norderrinne must not overtake on the port side of a vessel departing via Mittelrinne when below No. 29 Lighted Buoy (53˚55'N., 8˚40'E.).

(BA NP 55) 7/03

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 2/03**

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	SWELL	ICE	OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
57890	CHI-LUNG KANG	TW	2509N	12146E	157	94124	M	CB	F	N	N	N	Y		A	H	J	K	02	L	Y	Y	
	*		*	*																			7/03
57950	PENG-HU KANG	TW	2336N	11932E	157	94067	S	CN	G	N	N	N	Y		L	L	N	N	08		Y	Y	
	*		*	*																			7/03
57955	TAI-CHUNG	TW	2417N	12030E	157	94063	S	CN	G	N	N	N	N		J	K	H			L	Y	N	
	*			*																			7/03
59860	FUZHOU	CH	2605N	11918E	157	BA2400	V	RN	G						O	N	M		09				
	*																						7/03
59880	SANDU	CH	2638N	11940E	157	94160	V	CN	F						K	K			18				
	*																						7/03
59900	JUI AN	*Remove from list.*																					
	*																						7/03
59920	KAN MEN CHIANG	*Remove from list.*																					
	*																						7/03
59940	NINGBO	*Remove from list.*																					
	*																						7/03
59950	ZHEN HAI	CH	2957N	12142E	157	94208	V	CB	G	Y	N	N	Y		N	N	N		06				
	*			*																			7/03
59960	DINGHAI	CH	3000N	12206E	157	94188	V	CN	F						M	J			07				
	*		*																				7/03
60140	QINGDAO GANG	CH	3602N	12016E	157	94283	M	CB	E	Y	N	N	Y		L	A	K	L	08	L		Y	
	*		*	*																			7/03
60170	LONGKOU GANG	CH	3738N	12017E	157	94420	S	RN	G						P	M	P		03	M	Y		
	*		*	*																			7/03
60195	TIANJIN	*Remove from list.*																					
	*																						7/03
60200	QINHUANGDAO	CH	3956N	11937E	157	94361	S	CB	F				Y		L	J	K		03			Y	
	*			*																			7/03
60210	HULUDAO GANG	CH	4042N	12059E	157	94380	S	CB	F			Y			L	L	L	L	09				
	*		*	*																			7/03
60330	KUNSAN	KS	3559N	12642E	157	95083	S	RN	F	N	N	N	Y		P	K	M		15	L			
	*			*																			7/03
60350	CHEJU	KS	3331N	12632E	157	95142	V	CB	F					N	M	M	N		05	M	Y		
	*																						7/03
60360	SONSAN PO	*Remove from list.*																					
	*																						7/03

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60390	PUSAN	KS	3506N	12902E	157	95151	L	CB	G	N	N	N	Y	J	K	J	J	03	L	Y	Y					
	*			*																						7/03
60400	ULSAN MAN	KS	3527N	12924E	157	95161	V	RN	F	N	N	N	Y	E	J	L	C	01	L	Y	Y					
	*		*	*																						7/03
60420	TO DONG	*Remove from list.*																								
	*																									7/03

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West Coast of Russia—Time Zones			
Zone	**City**	**Standard Time**	**Daylight Savings Time**
0	Kaliningrad	BRAVO (-2)	CHARLIE (-3)
1	Moscow, St. Petersburg, Arkhangelsk, Astrakhan	CHARLIE (-3)	DELTA (-4)

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